

# NEW PHASE IN THE TROLLEY GRAB FOR THE BRIDGE LOOP.

## DIDN'T WANT SUBWAY AT ANY TIME.

Bridge Supt. Martin Says Neither He Nor the Trustees Intended to Require Trolley Companies to Build It.

Greater New York is loath to believe that the Bridge Trustees have actually given up the Bridge entrance to them to build their death-dealing loop within the subway which the contract and the law demand.

"Ex-Mayor Schieren said yesterday, when asked his opinion of the loop of death scheme: 'I cannot yet believe that they really intend to do such a thing.'"

Bridge Trustee Henriques, who has fought the Bridge grab tooth and nail, could not credit it. Neither could General Viole, the most renowned engineer in the country.

But it is true. Among the proofs submitted to Judge Gieseler, in support of its application for an injunction, is this affidavit:

SUPREME COURT,  
COUNTY OF NEW YORK.

WILLIAM R. HEARST,  
Plaintiff,  
vs.  
WILLIAM BERRI, WILLIAM L. STRONG, FREDERICK W. WURSTER, ASHBEEL P. FITCH, SEASVER PAGE, SETH KEENEY, GEORGE W. PALMER and CLARENCE HENRIQUES, constituting "The Trustees of the New York and Brooklyn Bridge,"  
Defendants.

CITY AND COUNTY OF NEW YORK, ss.  
PAUL THIEMAN, being duly sworn, says: That he resides in the city of New York. That he is thirty years of age. That on the evening of November 11, 1897, he spoke to Mr. C. C. Martin, the superintendent of the New York and Brooklyn Bridge, in relation to work now being done at the New York City terminals of the said Bridge, and that said Martin told him that it was not his intention, nor the intention of the trustees of the said Bridge, to provide tunnels or subways under the loop or railway tracks now being built on the said Bridge. That later in the day deponent spoke to Mr. William Berri, one of the defendants herein, and who is president of the trustees of the said Bridge, and was informed by him substantially that Mr. C. C. Martin, the superintendent of said Bridge, had charge of the said work, and that he (Mr. Berri) left the matter to Mr. Martin's control.

*Paul Thiemann*

Sworn to before me this  
12th day of November, 1897.

*Felix H. Lury*  
Comm. of Wleeds  
N. Y. City

If any doubt remains, it is dispelled by the statement made by Mayor and Bridge Trustee Wurster, of Brooklyn, to a Journal reporter:

"I once thought as the Journal does, that a subway was the only means of protecting life when the improvements are made, but I have been brought completely around by the arguments presented by Mr. Martin. Mr. Martin knows his business, and we will stand by him to the last, as long as he thinks he is right."

Thus it will be seen Mr. Martin, superintendent of the Bridge, is also apparently superintendent of the Bridge Trustees. It looks as if he could do as he pleases with the Bridge property. Why he deviated from the plans calling for a subway is another story.

## TROLLEY WILL OWN THE BRIDGE.

Colonel Roebing, Who Built the Great Structure, Points Out the Possibilities of the Loop of Death--Human Life Not a Consideration.

TRENTON, N. J., Nov. 14.—Living in the retirement of a stately old-world mansion in Trenton is a man, who, of all others now living, knows most about the Brooklyn Bridge and its possibilities as a connecting link of trade and travel between the two cities. He is Colonel Washington A. Roebing, son of the man who set the design for the vast work of steel and iron, and who, after the death of his father, labored for fourteen years in the work of construction until the Bridge was open to the public.

Colonel Roebing knew long ago of the plot between the trolley car companies and the Bridge Trustees to run the four-track loop across the terminal of the Bridge promenade. He knew of it, because less than a year ago he, at the request of the trolley company, furnished a report favoring a plan which, while it provided for the construction of the four-track loop terminal, would have averted the possibility of accident or death to the foot passengers.

Colonel Roebing's report was read and put away. The trolley company did not favor Colonel Roebing's plan, because the question of expense stood in the way. With their life-destroying scheme of level tracks they can construct the trolley road at a cost of about \$200,000. Colonel Roebing's suggestions, more elaborate, would have involved an outlay of \$350,000.

Between the possible loss of one life a day and a saving of \$150,000 in expenditure there could be no choice, and with much enthusiasm the combination of trolley and trustee voted for the level track. No one was or is more astonished than Colonel Roebing himself, because up to six weeks ago he had supposed that his plans had found acceptance. His views on the situation are expressed thus:

"What does the Journal mean by trying to save the lives of a lot of unconsidered old men and women who have no rights on earth any more? Suppose the trolley loop does kill five or six a day, who cares? I don't. Doesn't the trolley company save \$150,000, and what is a mere human life by the side of \$150,000?"

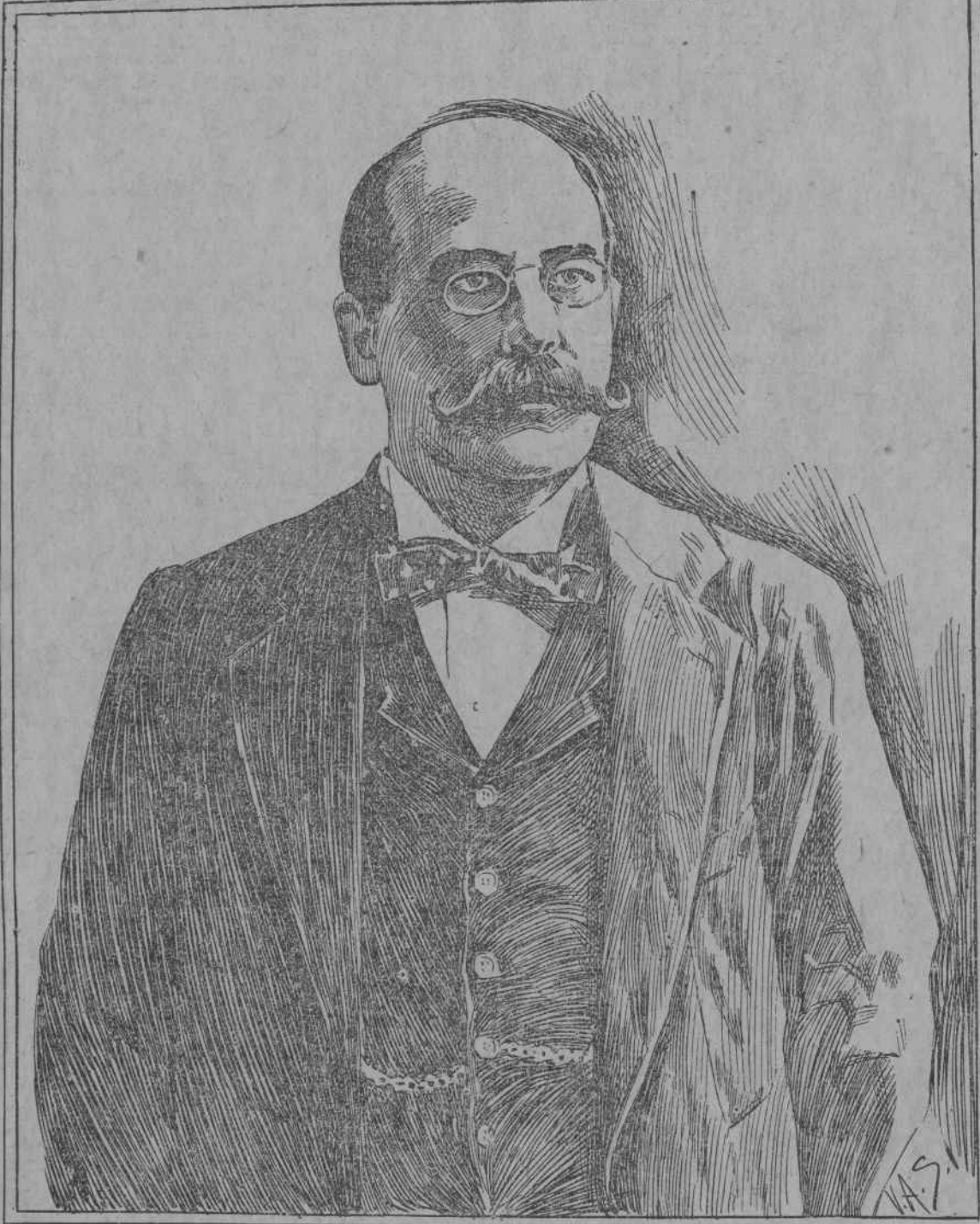
"What of the damage suits?"

"Well, what of it? doesn't the law say that a man who is dead is worth only \$5,000 in damages, while a man who is living, but maimed for the rest of his days, is worth nothing the jury likes to name?"

"On this basis the trolley company will actually save money by killing a man right off and putting him out of his misery, rather than by simply lopping off a few limbs. Besides, what right have people who walk across the Bridge, and pay nothing, to live anyway? They're poor, aren't they? Therefore they'd have no standing in court. Yes, remember Tom Gold's theory:

"Noble his bones over the stones,  
Noble his pauper who nobody cares,  
Noble his philosophy of the situation  
Noble his death."

The Journal has actually got an in-



Bridge Trustee Clarence A. Henriques.

He is the only member of the Board who steadfastly fought the impudent demands of the trolley companies, but he was outvoted at every point. He tells the Journal to-day some facts that throw new light on the way this valuable franchise was given away without a cent recompense.

## MARTIN'S PART IN THE LOOP.

He Originally Favored the Subway Scheme, Then Changed His Opinion, and Is Now the Trolley's Champion--Seth Keeney's Dual Character.

IN all this matter of the Bridge grab on the part of the Brooklyn street car companies, there are wheels within wheels--and other than those of the deadly trolley cars.

There is no parallel for the surrender which the Bridge Trustees, with the exception of Mr. Henriques, have made of their powers and functions to Superintendent Martin.

When the occupancy of the Bridge by the trolley companies was broached, he gave it as his opinion, Trustee Henriques said yesterday, "that it would be unwise to allow the trolley companies to lay their tracks in any shape across the Bridge."

Now he stands as the prop and mainstay of the trolley ring in their stupendous seizure of a great public property.

All authority was placed in his hands by the Bridge Trustees, and there is no evidence that he has refused any new

ably not more than one a day. You see, the average New Yorker has had daily practice of this sort, and can now dodge cable and trolley cars with the grace and agility of a harlequin.

"There are two things which, however, stand in the way of the trolley lines' benevolent purpose, to say nothing of that little saving of \$150,000, and that is the fact that on the first of the new year new powers will come in. We'll have a bridge commissioner, and the present trustees will be out of office. This may end the whole scheme. The injunction obtained by the Journal will serve to hold up the plan until January 1, and thus serve all purposes."

"I have another plan to avoid the thirty-five foot ascent, and even then keep the trolley car loop on the ground level without danger to life or limb. This is to build an approach from City Hall Park, or, Colonel Ottendorfer objecting, from a tunnel under the loop, and let the people out on the other side. This, however, would involve extra expense and less revenue for the trolley."

"Now, don't dare to quote me as saying that I oppose the ground loop scheme or the benevolent intentions of the trolley companies, or that I would do anything to prevent them from acquiring the whole Bridge for their exclusive use. I don't oppose anything or anybody. I wish the Journal was not so dreadfully in earnest about saving the lives of citizens when the citizen would rather risk his neck any day than ascend thirty-five feet. However, if the accepted plans mature, nothing but the trolley car will ever cross the Bridge, and there will be nobody to kill."

**Life Savers Organized.**  
The Independent Life Saving Association, organized two weeks ago, met yesterday afternoon at Congress Hall, Bowery and Grand street. The following officers were elected: Captain Charles McEnroe, president; Charles Gallagher, inspector; Edward Curry, captain; Richard Allen, superintendent; Edward Flaherty, assistant. The new association is composed of disinterested members of the Volunteer Life Saving Corps. They assert their main grievance to be the appointment of Captain Doughton as chief inspector of the volunteers. A committee of four will be sent to Albany to petition for an appropriation to buy apparatus for the new association.

privilege or concession that the trolley companies have asked.

Colonel Washington A. Roebing, who built the Brooklyn Bridge after his father's design, and whose plan looking to the protection of the public from injury by trolley cars has been utterly ignored in the changing of Mr. Martin's "opinions," points out that the \$150,000 which the abandonment of the subway clause in the contract would save to the trolley companies is in cold blood balanced off against the inevitable loss of life which must attend the death loop. Mr. Henriques says it was \$300,000.

**WHO SAVES THIS MONEY TO THE TROLLEY RING?**

It requires no microscope to see that. Who expects to be chief engineer of the Bridge after the present Board of Trustees goes out of office? That is an equally one.

And there is another man mixed up in this jumble of wheels in a queer way. He is Seth Keeney.

Who is Seth Keeney? He is a Bridge trustee, one of those against whom the Journal secured its injunction.

He is chairman of the Executive Committee of the Brooklyn Heights Railroad, one of the Bridge-grabbing corporations. It is matter of common report that he has trolley holdings, here and elsewhere, representing \$2,500,000.

Mr. Keeney has long been associated in ownership of a Brooklyn newspaper with ex-Bridge Trustee Howells.

All these things lead to the really important question:

"Who else is he?"

He is a candidate for Bridge Commissioner, and a man who is closely associated with him said on Saturday that Mayor-elect Van Wyck intended to appoint him.

At an end then the trolley cross it. He is Seth Keeney.

There is one thing more which seems to have been lost sight of, but is most important. What will become of the cyclists of Greater New York when this thing is done? The trolley will be inconveniently badly enough, but the bicyclists will take their lives into their hands in crossing over by the roadway. With the short headway the cars will have, and with the roadway occupied by wagons and vehicles of all kinds, how can any cyclist dare attempt to go from one end to the other?

"It is not a pleasant thing persistently to oppose men whom you respect," said Mr. Henriques, "but I feel that I am right. I have believed it is my duty to the public to oppose the seven other trustees in this matter, and I shall continue to oppose them. I believe that the Bridge commissioners are actuated by the purest motives, but I believe that they are wrong."

The three railway companies which will run over the Bridge have just completed a count of the number of persons who ride and walk across the Bridge between the hours of 5 and 7 o'clock in the afternoon.

According to these figures--and they are supposed to be as nearly correct as they could be made--there are about 36,000 persons who ride across the Bridge between these two hours, and about 5,000 who walk. These figures are larger than the most liberal estimate has heretofore made them, and will give an idea of the utter impossibility of handling the crowds when they are all congested into a space hardly more than thirty feet broad, by fifty feet long.

The street car companies say that ninety per cent of the passengers over the Bridge will take the street cars as soon as they begin running. According to this estimate 32,400 persons will be crowded into this thirty-foot aperture every day between the hours of 5 and 7 o'clock.

Several Bridge policemen questioned by Journal reporters yesterday said that it would take a company of twenty or thirty police to keep the crowds back from under the car wheels if the new death loop system goes into effect.

It now takes from twelve to fifteen men, according to the time of day, to keep the crowds in order, and these are scattered through the bridge at the exits and en-

trances and on both sides of the platform. These men's services would still be needed in the places where they are stationed, and the extra men would attend to the platforms where the cars are boarded.

One of the arguments of the street way companies is that cars will run often that the crowds will be carried soon as they gather in the bridge. They say that they will run four cars a minute during the evening rush. Few of the cars will hold more than forty persons, and not more than forty comfortably. Taking an estimate of fifty persons, 300 passengers will be carried out of the bridge a minute and 12,000 in an hour, 24,000 in two hours, instead of 36,000.

Then, too, it must be taken into consideration that at times the rush is greater than at others during these afternoon and evening hours, and that if the crowds are allowed to congregate in the thirty-foot aperture, as they will no doubt do, the line of persons all scrambling for seats will extend far out into the street, and that lives will not only be endangered by the street cars on the inside of the bridge, but by the passing cars and wagons in the park row.

ALL READY FOR TO-MORROW'S FRAY.

Argument on the Journal's Injunction Against the Deadly Trolley Loop at the Bridge Will Then Be Heard.

The effort of the Bridge Trustees to make good in the eyes of the law their abandonment of the New York terminals to the deadly devices of the trolley lines will be made to-morrow in Part I. of the Supreme Court. Meantime travelers over the Bridge, whether those who walk or ride, may journey in safety.

The trustees still pin their faith to Superintendent Martin's still belief that the subway which the experts said was the only means to secure public safety, will be a source of danger greater than the flying trolley cars on the street level.

They still credit the notion that it would be easier for the 5,000 pedestrians who cross the Bridge between 5 and 7 p. m., to climb a thirty-five-foot stairway leading to the Bridge promenade from the subway.

But they have not answered the question why \$400 a day in cost of profit should be given to the trolley companies and the taxpayers forced to foot the bill, as well as to risk their lives daily for the privilege of doing so.

There is no man of the Board of Trustees, from President Berri down, who will utter an opinion of his own upon the subject. They leave it all to Mr. Martin, and quote him only.

The trolley companies await the Court's decision with impatience born of income deferred. They are willing to build the subway, and believe they will have to build it eventually by order of the courts.

**BUSINESS MEN SEE DANGER IN IT.**

Being Comments from Both Sides of the Bridge as to the Menace of the Trolley Loop.

To show the feeling of the business community, usually cool in matters of emergency, the Journal presents these opinions picked up at random:

CHARLES BROADWAY ROUSS--I thoroughly sympathize with the Journal in its effort to prevent, before it is too late, any infringement upon the rights of the pedestrians on Brooklyn Bridge and the free use of the promenade. Anything that interferes with the safety of the people should be stopped. Safety is the first element to be considered in handling vast crowds of people, and the Journal is right when it says that now is the time to prevent accidents on the bridge loop.

E. E. MURPHY, Business Manager of Hackett, Carter & Co.--The trolley loop scheme is impractical and would prove dangerous to thousands of people. Unless some adequate substitute plan can be devised which will ensure safety, it would be vastly better to abandon the Bridge trolley scheme altogether.

Colony Washington A. Roebing, Who Built the Bridge.

He says the trolley companies laid away a plan he furnished to them by which the construction of the death loop could be avoided. It would cost \$150,000 more than the present plan, so the companies dropped it.

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